



METROPOLITAN
TRANSPORTATION
COMMISSION

Transportation for Livable Communities Planning Grants

September 2002



**Proposals due by
4:00 p.m. on Thursday,
October 31, 2002.**

FROM THE EXECUTIVE DIRECTOR



Dear Interested Organization:

The Metropolitan Transportation Commission is pleased to issue a "call for projects" for the FY 2002-03 Transportation for Livable Communities (TLC) Planning Grants program.

This booklet provides a full description of the project criteria and application information for TLC planning grants, and briefly summarizes six of the 49 planning projects funded by TLC to date. Up to \$75,000 is available per project. A local match is required.

The competition for TLC planning grants has been fierce. At minimum, when preparing your proposal, please make sure that it contains an issue statement that clearly identifies the need and purpose of the planning project along with the desired outcomes; a comprehensive narrative that addresses the TLC planning criteria; and a detailed scope of work, budget and schedule. For non-governmental applicants, please include a letter of coordination from the local government stating its involvement during the planning process, from project conception through to the adoption of the final plan by its governing board (i.e., city council or board of supervisors).

If you have questions about the TLC Planning Grants program or would like to discuss a potential project, please contact Ashley Nguyen of MTC at 510.464.7809. We look forward to working with you on potential projects!

Sincerely,

Steve Heminger
Executive Director

KEY INFORMATION

Contact Person:

Ashley Nguyen
TLC Project Manager
510.464.7809 phone
510.464.7848 fax
anguyen@mtc.ca.gov

Send Proposals To:

Steve Heminger, Executive Director
Metropolitan Transportation Commission
Attn: Transportation for Livable Communities
101 Eighth Street
Oakland, CA 94607

Due Date:

Proposals must be received by MTC by **4:00 p.m. on Thursday, October 31, 2002.**
Faxes and late proposals will not be considered.

Web Site:

www.mtc.ca.gov/projects/livable_communities/lcindex.htm

PLANNING GRANTS—

PROJECT CRITERIA AND APPLICATION INFORMATION

MTC's Transportation for Livable Communities (TLC) program provides planning grants for planning projects that integrate walking, transit, and bike riding into the community design, and spur the compact development of housing, downtowns, and regional activity centers.

TLC planning grants help bring transportation and community planners, urban designers, and community stakeholders (residents, merchants, schools, fire and police departments, transportation service providers, nonprofit and community-based organizations, etc.) together to engage in "bottom-up" community planning and visioning. Through these newly forged partnerships, stakeholders collaborate on promising project ideas and develop a community plan that links transportation investments with land-use decisions in support of MTC's Transportation/Land-Use Connection Policy. The plan also identifies opportunities for increased housing and mixed-uses in the project area at densities to support pedestrian, bicycle, and transit trips. Capital projects identified in the plan must be geared to the needs of pedestrians, bicyclists, and transit riders, and designed within the context of the area's larger community development or redevelopment activities.

Typical outcomes of the community planning process include detailed transportation/land-use concept plans for downtowns, town centers, and activity centers; design guidelines for walkable and transit-friendly "Main Streets"; and concept designs and implementation plans for capital projects such as streetscapes, traffic calming and pedestrian, bicycle, and transit improvements.

Who can apply for TLC planning grants?

Planning grants are awarded on a competitive basis. Local governments, community-based nonprofit organizations and transportation service providers may receive funding. Non-governmental applicants must submit a letter of coordination from the appropriate local government as part of the planning proposal. Fund recipients will be required to enter into a funding agreement with MTC to carry out the project, and attend a special workshop on project implementation, community planning and grant administration.

How much funding is available?

MTC reviews planning proposals annually, and allocates Transportation Development Act funds for the TLC planning grants program. Up to \$75,000 is available per project. A local match is also required. Local match is defined as the dollars used to match the planning work, and not project sponsor staff time or costs. TLC funds cannot be used to fund project sponsor staff time on a TLC planning grant.

Guadalupe River Bicycle/Pedestrian Promenade and Bridge

Santa Clara and San Jose

Planning Grant: \$20,000
Capital Grant: \$1 million
Local Match: \$160,000

The Santa Clara Valley Transportation Authority (VTA) prepared a community-based conceptual engineering and design plan for the Guadalupe River bicycle/pedestrian promenade and bridge. The project sought to provide direct pedestrian and bicycle access between the Rivermark housing development and Sun Microsystems headquarters campus on the west side of the Guadalupe River (Santa Clara) to the River Oaks light-rail station and the Moitozo/Northpark development on the east side of the Guadalupe River (San Jose). The opportunities and constraints of the project, along with alternatives for the bridge type, levee paths, bridge-crossing location, ramps, and promenades along River Oaks Parkway and Lick Mill Boulevard, were fully evaluated. Community stakeholders, including Walk San Jose, Silicon Valley Bicycle Coalition, and various bike/pedestrian advisory committees, participated in the planning and design process. The planning effort resulted in a preferred design concept and cost estimates for the Guadalupe River bicycle/pedestrian promenade and bridge. A \$1 million TLC capital grant was later awarded to VTA and cities of Santa Clara and San Jose to implement this project.



Medway/Canal Enhancements

San Rafael

Planning Grant: \$10,000
Capital Grant: \$900,000
Local Match: \$126,000

To address complex issues within the densely populated Canal neighborhood, the city of San Rafael continued the Canal Voice community planning process to look at pedestrian, bicycle, and vehicle circulation and safety issues in and around the Medway/Canal/Belvedere corridor and identify ways to enhance the Canal's image and sense of community. Over 1,200 multi-lingual project questionnaires and flyers were distributed to local schools, businesses and apartment buildings; two multi-lingual on-site community meetings were conducted; and a separate work session for local merchants and property owners was held to further refine issues identified during Canal Voice. The planning study resulted in three conceptual alternatives that (1) integrate the needs of pedestrians, bicyclists and vehicles by widening sidewalks, narrowing travel lanes to calm traffic, shortening crosswalks to increase pedestrian safety; (2) transform the Medway/Canal/Belvedere intersection into an attractive entry way into the Canal through landscaping, lighting, public art, and other street amenities so that it can function as a public gathering place; and (3) establish an overall concept and design for the area that reflects local needs and offers a sense of community. The city of San Rafael was later awarded with a \$900,000 TLC capital grant to implement the preferred concept design.



Downtown El Sobrante Transportation and Land-Use Plan

El Sobrante

Planning Grant: \$50,000

Local Match: \$26,000



Contra Costa County, in partnership with the El Sobrante Chamber of Commerce and the citizen-based 94803 Task Force, engaged in a year-long planning process to improve the economic and physical environment of downtown El Sobrante. The restoration of the El Sobrante business district as a vital community center; circulation improvements for buses, pedestrians, bicyclists, and cars; and diversification of land-uses to allow more residential and mixed-used developments were top priorities. A "town hall" meeting was held to introduce the planning effort to the community, and the proposed transportation and land-use concepts identified as part of the study were later discussed at four community meetings, numerous steering committee meetings, and separate presentations to various stakeholder groups. The planning effort culminated in the development of a long-range plan that envisions a new 25-acre Village Center comprised of shops, offices, residential units and a public plaza; the redesign of San Pablo Dam Road to make it easier to walk, bicycle or cross the street; and a revised pattern of land uses in the downtown. This plan will make possible a mixed-use development with as much as 375,000 square feet of commercial space combined with as many as 580 residential units. Contra Costa County is currently proceeding with a rezoning and General Plan Amendment to facilitate the land use changes that the community wants to bring to downtown El Sobrante.

Visitacion Valley Community Plan

San Francisco

Planning Grant: \$45,000

Local Match: \$15,000



The San Francisco Planning Department partnered with the Visitacion Valley Planning Alliance, San Francisco Municipal Railway (Muni), and the San Francisco Planning and Urban Research Association (SPUR) to hold a one-week intensive community planning charrette to develop a strategic concept plan for the Schlag Lock site in Visitacion Valley. The planning process was developed within the context of a larger effort by the city to re-examine land use controls in the eastern neighborhoods and the future upgrade of the Caltrain Bayshore Station and new Muni Third Street light-rail system in Visitacion Valley. A "storefront studio" where all meetings, consultant discussions and sketching were done was set up near the Schlage Lock site, and the community was invited to drop by and view site analysis drawings, community goals and historic maps and discuss them with the project team. In addition, three special community events, which included Cantonese, Tagalog and Spanish translators and facilitated community breakout sessions for smaller groups to discuss and brainstorm about various issues, were held during the week. The product of the week-long charrette was a Strategic Concept Plan that envisions a pedestrian and transit-friendly mixed-use area with housing, shops, open space and public services for the community.

How to apply

Organizations having projects that meet TLC planning grant criteria should send one (1) camera-ready, unbound planning proposal to: Steve Heminger, Executive Director, Metropolitan Transportation Commission, 101 Eighth Street, Oakland, CA 94607, Attn: Transportation for Livable Communities.

The planning proposal should include:

- the amount of funds requested;
- the amount and source of non-"in-kind" local match;
- a brief description of the sponsor and study partner(s);
- an issue statement that clearly identifies the need and purpose of the project along with the desired outcomes;
- how the project relates to community development/redevelopment;
- how the project idea was first conceived and who was involved;
- a description of the envisioned planning process to be undertaken, and a list of specific stakeholders that are proposed to be included in the planning process;
- a brief description about the different departments of the implementing organizations that will need to be involved (such as public works and planning departments) and their roles in the project;
- how the project fulfills the evaluation criteria shown below;
- a scope of work that describes each itemized task to be undertaken and the resulting work product(s) per task;
- a project budget and schedule for the project by itemized task/work product; and
- a project area map and photos.

How planning projects will be selected

MTC will follow a three-step process when evaluating planning projects. (A separate process has been developed for capital projects.) MTC's Advisory Council also will offer comments.

As used below, the term "project" pertains to the planning project to be funded under this program, and "overall project" pertains to the intended capital or mobility investment.

1. Staff determines if a proposed project meets the following evaluation criteria and the Commission's transportation/land-use policy statement.

- A. A collaborative planning process with community stakeholders (e.g., residents, business proprietors, property owners, local agencies, neighborhood associations), the project sponsor(s), the local jurisdiction and the local transit operator(s) will be undertaken.
- B. The project supports one or more of the objectives of MTC's adopted Transportation/Land-Use Connection policy to promote the development/redevelopment of livable communities in the Bay Area. (See policy excerpt below right.)
- C. The project pertains to a defined physical location.
- D. The project pertains to a physical setting where deficiencies exist (or will exist), and which, if remedied, will provide significant community benefit (e.g., walkability; safety and security; traffic

calming; economic development; protection of community cultural, historic, or environmental resources; public transit access or amenity; parking design, streetscape design; gap closure of an essential pedestrian/bicycle route or network; and access to daily needs).

- E. The overall project will have identifiable and likely synergistic effects (provision of any single community benefit likely will induce additional community benefits) such as increased housing opportunities in the project area at densities to encourage transit, bicycling and pedestrian trips.
- F. As appropriate during the development of the project, the following issues will be evaluated: accessibility as it relates to the Americans With Disabilities Act, economic development opportunities, environmental impacts, economic/financial considerations, safety and security, and potential adverse impacts, if any, to local trips made by commercial delivery vehicles and public transit.
- G. The project will result in a discrete and clear work product that will guide the overall project to the next level of planning, and/or form the basis to compete for funding for the overall project.
- H. The project is structured to be completed within one year. The project sponsor commits to begin the project immediately if the project is approved by the Commission.
- I. The project is unlikely to be fully funded other than through MTC's program.
- J. The sponsor commits to pursuing the project recommendations, including subsequent planning activities, and to pursue the overall project to the extent feasible.

2. If a project meets the evaluation criteria listed above, staff will use the following factors to further evaluate competing projects for TLC planning assistance.

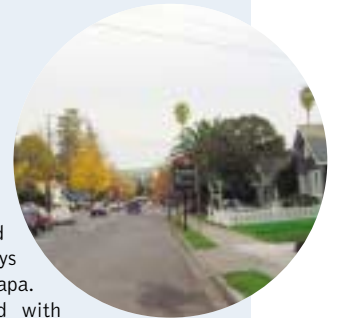
- *Project innovation:* To what degree does the project set new ground as called for in the TLC program? To what degree does the project involve the participation of community organizations and local jurisdictions? Does the project involve mixed-use development, particularly housing?
- *Project readiness:* When does the project need funding? When is construction of the overall project expected to begin?
- *Local match:* To what degree is local match offered as part of the proposed project's total cost?
- *Advisory Council comments:* The Advisory Council's TLC subcommittee will have the opportunity to comment on community planning projects as they are evaluated.

3. Based on the evaluation criteria, the factors listed above, and funding availability of the overall program, MTC's executive director will make a funding recommendation to the Commission.

First Street and Second Street Streetscape and Traffic Calming Plan Napa

Planning Grant: \$60,000
Local Match: \$40,000

The city of Napa is developing an integrated streetscape and traffic-calming plan for First Street and Second Street, two primary gateways to and from historic downtown Napa. The project will be coordinated with planned transit and utility undergrounding improvements in order to beautify the historic neighborhood as well as improve pedestrian and bicycle safety. The primary objectives of the community planning process include conducting comprehensive community outreach; coordinating planned utility undergrounding and transit improvements with streetscape and traffic calming improvements; preparing concepts, designs and cost estimates for streetscape and traffic calming improvements; and facilitating adoption of a streetscape and traffic calming plan. The community will be invited to participate in a series of two workshops to inform the community about possible streetscape and traffic calming improvements; gather and prioritize community input on various concepts; and review and refine a draft concept plan. This planning effort is currently underway.



South San Francisco BART Linear Park South San Francisco

Planning Grant: \$75,000
Local Match: \$27,000

The city of South San Francisco is finalizing the community outreach and planning process for a linear park and bikeway corridor along the 2.85 mile long segment of the San Francisco International Airport BART extension within the South San Francisco city limits. Since the majority of the BART tracks that run through South San Francisco are subsurface, the land above the tracks provides a great opportunity to increase bicycle and pedestrian circulation through the city by developing a multi-use trail and supporting amenities. The city will be working closely with BART, SamTrans, various City departments, the community, and pedestrian/bicycle user groups to create a design development plan which illustrates the preferred alignment, identifies connections and crossing alternatives, defines the landscape design, and provides a more comprehensive plan from which detailed construction cost estimates and viable phasing options will developed. This planning effort is currently underway.



An excerpt from MTC's Transportation/Land-Use Connection policy

The Commission encourages community plans that:

1. Enable residents to use a range of travel modes, including transit, walking and biking to access jobs, shopping, recreation and other daily needs.
2. Provide that the streets, transit, pedestrian and bicycle ways are part of a system of integrated routes.
3. Provide for development of housing and regional activity centers that are accessible to the regional transit network.
4. Provide for a diversity of development and other community-oriented transportation strategies designed to limit the extent to which it is necessary to travel from one community to another to access basic necessities of living.
5. Provide for the design of streets and other transportation facilities and amenities that are integrated into the overall community design and are conducive to a sense of community identity and pride.

PROJECTS AWARDED TLC PLANNING GRANTS

Alameda County

Acorn/Prescott Neighborhood Transportation Plan

To develop streetscape plan for the Acorn and Prescott neighborhoods of Oakland to offer better connections between these areas, a revitalized shopping center, downtown Oakland, the West Oakland BART transit station hub and over 900 units of new or renovated housing.

Ashby BART/Ed Roberts Campus Design, Phases 1 & 2

To develop design and circulation recommendations for the Ed Roberts Campus as well as explore additional uses at the station. The Ed Roberts Campus will house nine organizations that serve persons with disabilities.

Central San Leandro Revitalization Strategy

To develop a pedestrian-oriented design to revitalize downtown San Leandro and improve connections to the San Leandro BART station.

Coliseum BART Station Area Improvements Plan

To identify capital improvements to the Coliseum BART station in East Oakland that will enhance patrons' feelings of personal safety in the station vicinity and promote transit, bicycle and pedestrian access.

Downtown Sunol Community Plan

To provide streetscape improvements and encourage pedestrian-oriented development in downtown Sunol.

East 14th Street Corridor South Area Development Strategy

To prepare a development study for San Leandro's East 14th Street South Area that investigates changes in land-use policies, potential for mixed-use development, streetscape designs and traffic calming, and integrates the South Area with the proposed AC Transit rapid bus service to Bayfair BART station.

Hesperian Corridor Transit Improvements Design Phase

To develop a schematic design master plan for Hesperian Boulevard, from the I-880 overcrossing to A Street, that focuses on improving streetscape livability for pedestrians, bicyclists, and AC Transit while providing traffic calming measures and street enhancements.

Park Street's Community-Based Visioning Strategy

To create a more pedestrian-friendly environment on the historic Park Street transit corridor in downtown Alameda through streetscaping and related improvements.

San Pablo Streetscape Master Plan

To develop a streetscape design for San Pablo Avenue in Albany. Streetscape elements will complement recent improvements to Solano Avenue.

Urban Design Study for Fruitvale Neighborhood Streets

To explore alternative streetscape design features to improve pedestrian safety along International Boulevard, High Street and Fruitvale Avenue in Oakland.

Contra Costa County

Central Richmond Greenway Concept Plan

To conduct a community-based planning and design process for the Central Richmond Greenway, which will be located on an abandoned rail line.

Concord BART/JFK University Interface Design Plan

To develop pedestrian connections between the Concord BART station and the new John F. Kennedy University campus as well as examine potential alternative land-uses at the BART station.

Downtown El Sobrante Transportation/Land-Use Plan

To develop initial designs, cost estimates and construction schedules for community-identified alternatives to improve traffic circulation and enhance pedestrian, bicycle and bus access to downtown El Sobrante.

El Portal Streetscape Design Plan

To conduct community visioning and outreach and prepare a streetscape design plan to beautify the street and enhance the environment for non-motorized travel along El Portal Drive in San Pablo in concert with the redevelopment of the International Marketplace and new multi-family housing and commercial uses in the area.

Martinez Downtown and Waterfront Revitalization Specific Plan and Environmental Impact Report

To further define the proposed land-uses and development design guidelines identified in the Martinez Downtown and Waterfront Revitalization Master Plan, update the city's zoning ordinance, and create design guidelines to encourage private development proposals for a transit village adjacent to the Martinez Intermodal Station.

North Richmond Transportation and Urban Design Plan

To develop street design and pedestrian plaza recommendations for North Richmond.

Marin County

Medway/Canal Community Plan

To develop pedestrian-oriented design and circulation recommendations for the Medway/Canal neighborhood in San Rafael.

Shoreline Corridor Tam Junction Plan

To develop a community-based conceptual design for the Tam Junction commercial area, which includes examining overall land-use/transportation issues and creating a village core and gateway concept.

St. Vincent/Silveira Land-Use/Transportation Amendment

To develop and include specific recommendations for pedestrian and bicycle uses in the general plan amendment for a 1,200-acre parcel along U.S. Highway 101 north of San Rafael.

Napa County

Downtown Napa Transit Center Study

To design a mixed-use transit center in downtown Napa adjacent to the Napa waterfront redevelopment area.

First and Second Streets Streetscape and Traffic-Calming Plan

To identify streetscape improvements and traffic calming measures on First and Second streets in association with a new trolley service in downtown Napa.

City and County of San Francisco

Broadway Corridor Streetscape Improvements Plan (Chinatown)

To create a conceptual urban design plan that would better connect Broadway to the waterfront and to regional transportation systems.

Harvey Milk Memorial Plaza Community Design Study

To conduct a community-based planning process for design of the Harvey Milk Plaza in the Castro District, which will serve light-rail/streetcar and bus passengers, pedestrians, and bicyclists.

Market Street Study

To develop a solutions-driven action plan addressing circulation issues related to pedestrian safety, bicycle travel, and transit access and reliability on Market Street from the Ferry Building to Van Ness Avenue.



Community planning
in Richmond



Stockton Street in San
Francisco's Chinatown



New Streetscape for Coliseum
BART area in Oakland

Mission Creek Bikeway Concept Plan

To implement a plan for a bike path/greenbelt linking the new Mission Bay development with the Mission district in San Francisco.

San Francisco Japantown Community Plan

To prepare a plan to guide neighborhood physical improvements while preserving the distinctive character of a well-established community in San Francisco.

Stockton Street Enhancements Plan

To conduct community outreach and develop a concept plan that improves walkability and transit connectivity along Stockton Street from the north end of the Stockton Street Tunnel to Broadway and plans for the future Third Street Light-Rail Transit extension to Chinatown (Central Subway).

North Beach Housing Cable Car Terminus Study

To redesign the Powell-Mason cable car terminus at Bay and Taylor Streets in the North Beach area of San Francisco as part of the North Beach Housing Hope VI Redevelopment Project.

Third Street Light-Rail/Bayview Connections Plan

To identify and design pedestrian and streetscape improvements to facilitate connections between the Bayview/Hunters Point Town Center at the Opera House and the future light-rail station on Third Street.

Visitacion Valley/Muni Third Street Light-Rail and New Caltrain Station Land-Use Plan

To guide strategic land-use and transit decisions associated with the planned Muni Third Street light-rail line and its connection to Caltrain via an intermodal station near the San Francisco-Brisbane border.

16th Street BART Station Area Community Plan

To develop a station area plan for the 16th Street BART station to resolve the plaza's safety and access issues as well as to examine potential land-uses for the station.

24th Street BART Station Area Community Plan

To redesign the public plaza at the 24th Street BART station, encourage complementary land-uses adjacent to the station, and attract and retain economic and cultural activity in the Mission Street corridor.

San Mateo County

North Central San Mateo Livable Streets Plan

To establish streetscape and roadway design guidelines that encourage pedestrian and bicycle connections, promote the concept of "healthy streets", and create a system of integrated bike, pedestrian and transit routes within the North Central neighborhood.

San Mateo-Hillsdale/Hayward Park Caltrain Stations, Phase 1

To create guidelines for the Caltrain station area that includes a residential/retail development on Joint Powers Board property.

South San Francisco BART Linear Park

To create a design development plan for the preferred alternative, and develop construction documents for a linear park and bikeway corridor along the nearly 3-mile-long segment of the BART extension within South San Francisco.

South San Francisco Future BART Station Area Plan

To develop a station area plan to guide transit-oriented development at the future BART station.

Santa Clara County

Depot Street Streetscape Master Plan

To prepare a schematic design streetscape plan for Depot Street in Morgan Hill that provides for pedestrian connections between existing transit, judicial centers, and all of downtown, including the community center. The plan also takes into consideration the opportunity sites evaluation from the Morgan Hill Downtown Concept Plan for sites on or near Depot Street and the Caltrain station.

Downtown Sunnyvale Caltrain Station and Valley Transportation Authority (VTA) Transit Center Plan

To refine project components for the planned transit center by bringing them to a 10 percent design completion level. Includes pedestrian linkages, auto circulation, station building elements and layout, shuttle and bus facilities, and public plaza integration.

River Oaks Streetscape/Promenade Plan

To design a pedestrian/bicycle promenade, with streetscape improvements, between Lick Mill Boulevard and the River Oaks light-rail station, connecting to the Guadalupe River Trail.

Santa Clara Caltrain Transit Village Plan

To examine existing conditions and identify constraints and opportunities for adaptive reuse, infill and redevelopment within half-mile radius of the historic Santa Clara Caltrain station, and develop a transit village plan that includes a land-use plan, illustrative development programs and massing studies for catalyst sites, implementation strategy, and cost estimates for capital improvements.

Solano County

Downtown Rio Vista Waterfront Plan

To develop a conceptual design for a waterfront promenade/boardwalk along the Sacramento River between State Route 12 and Main Street in downtown Rio Vista.

Jepson Parkway Interstate 80 Reliever Route, Phases 1 & 2

Develop complementary land-use and transportation strategies, addressing needs of motorists, transit users, bicyclists and pedestrians, for a new roadway facility in the Interstate 80 corridor between Vacaville and Suisun City.

Sereno Quadrant Strategic Concept Plan

To develop a concept plan for two projects: the city of Vallejo's Sereno Bus Transit Center and a 125-unit affordable housing development, providing bike, pedestrian and transit linkages.

West Texas Street Master Plan

To develop a master plan that provides an overall design vision for the West Texas Street Corridor in Fairfield, design guidelines for key vacant and underused parcels, and concept designs for specific capital improvements within the corridor.

Sonoma County

Central Sonoma Valley Trail Concept Plan

To develop a preferred alignment, identify required right-of-way acquisitions/easements and estimate project costs for a proposed pedestrian and bicycle pathway parallel to State Route 12.

Downtown Cotati/La Plaza Community Use Plan

To develop the La Plaza Ring Junction concept, which is a large ring road intersected by spoke roads, with several mini-roundabouts controlling the intersections, to reduce downtown Cotati traffic, enhance La Plaza Park, and create a pedestrian-friendly environment.

Downtown Sebastopol "Street Smart" Community Plan

To develop a traffic circulation plan for downtown Sebastopol that can accommodate through-traffic on State Route 116 while preserving the historic small-town, pedestrian-friendly character of the city.



Rendering of planned plaza in downtown Cotati



Drawing of Rio Vista's revitalized waterfront



Public involvement in Sebastopol



METROPOLITAN
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